SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

31

TIME TABLE

FOR THE

STOCKTON DIVISION

To Take Effect Sunday, August 28, 1921, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER, *General Manager.*	F. L. BURCKHALTER, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*	R. L. RUBY, *Assistant Superintendent of Transportation.*

Eastward. FROM SAN FRANCISCO—Tracy and Brighton Sub-Division.

Time Table No. 31

August 28, 1921.

Capacity of Passing Sidings in car lengths and location of Scales, Fuel, Water Interlocking Turning and Telephone Stations.	THIRD CLASS					FIRST CLASS												Distance from San Francisco Via Niles			
	298	286	254	256	306	80	50	38	68	8	84	82	36	32	64	210	86				
	Way Freight	Way Freight	Ogden Manifest	Sunset Manifest	Way Freight	Stockton Flyer	San Joaquin Valley Passenger	San Francisco Sacramento Passenger	Fresno Sacramento Passenger	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	San Francisco Stockton Passenger	San Francisco Stockton Passenger	San Francisco Sacramento Passenger	The Sacramento	The Newsboy	Oil Fields Passenger				
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
Term, Yard WFTYO P			6.15AM		2.00AM	7.32PM	7.07PM	7.02PM		1.55PM	11.26AM	11.22AM	10.55AM	10.45AM		4.25AM	2.25AM	70.8	Automatic Block	DNR **TRACY** 3.1	Double Track
95 P						7.38	7.13	f7.08		2.01	11.32	11.28	f11.02	f10.51		4.31	2.31	73.9		BANTA 4.8	
P																		78.7		S. JOAQUIN BRIDGE (No siding) 2.8	
87 WY P	3.15PM			2.55AM		7.49	s 7.27PM	s7.25	5.45PM	s 2.15PM	s11.44AM	11.40	s11.20	s11.07	7.40AM	s4.47	s 2.45AM	81.5		DNR **LATHROP** 4.6	
97 P						7.55		f7.35	f6.00			11.46	f11.30	s11.15	7.50	4.54		86.1		FRENCH CAMP 1.6	
I																		87.7		W. P. Crossing 3.2	
I Interm. Yard WFTYO P	3.45PM	8.30AM			3.15AM	s8.05PM		s7.45 8.10	s6.10 6.20			s11.57AM	s11.45AM	s11.24 11.37	s 8.00 8.10	s5.15		90.9		A. T. & S. F. Crossing S. E. R. R. Crossing DNR **STOCKTON** C. C. T. Co. Crossings 1.4	
I P		8.40	7.20	**3.55**				8.15	6.27					11.42	8.15	5.20		92.3	Automatic Block	W. P. Crossing End of Double Track 0.4	
69																		92.7		EL PINAL 0.8	
																		93.5		JARN (Spur) 3.1	
87 P		8.52	7.33	4.15				8.21	f6.33					f11.49	f **8.27**	5.26		96.6		CASTLE 2.2	
									f									98.8		PEARSON (No Siding) 1.4	
80 P		9.05	7.42	4.35				8.26	f6.38					f11.55AM	f 8.35	5.31		100.2		ARMSTRONG 3.1	
160WFTP		9.19 10.50	7.50	4.55				s8.36	s6.48					s **12.05**PM	s 8.45	s5.40		103.3		C. C. T. Co. Crossing DN **LODI** 0.8	
																		104.1		CIPRICO (Spur) 1.0	
									f						f			105.1		URGON (Spur) 1.1	
61 P		**11.43**	**8.09**	5.10				s8.42	s6.55					s**12.12**	s 8.52	5.46		106.2		D ACAMPO 3.3	
86 P		**11.55**AM	8.20	5.25				8.47	f7.00					f12.17	f **8.57**	5.51		109.5		FOREST LAKE 2.2	
80WFTP		**12.05**PM **1.15**	**8.40**	**6.00**				s**8.55**	s7.10					s**12.30**	s 9.06	s**6.00**		111.7		DN **GALT** 2.8	
									f									114.5		TWIN CITY (No Siding) 1.0	
86 P		1.30	8.59	6.15				9.00	f7.16					f12.36	f 9.12	6.06		115.5		NEED 2.0	
		1.40	9.04	6.25				9.04	f7.20					f12.40	f 9.16			117.5		ARNO 2.0	
80 P		2.00	9.10	6.35				9.08	f7.24					f12.45	f 9.20	6.12		119.5		McCONNELL 3.4	
87 P		2.40	**9.30**	6.51				s9.15	s7.32					s12.53	s **9.30**	f6.18		122.9		DN ELK GROVE 1.0	
									f									123.9		BOND (Spur) 1.8	
80 P		2.55	**9.45**	7.05				9.20	f7.38					12.58	**9.37**	6.23		125.7		MEADOWS 3.3	
88 P		**3.32**	10.05	**7.25**				s9.30	s7.45					s 1.05	s 9.44	f6.30		129.0		D FLORIN 3.0	
																		132.0		POLK 1.1	
																		133.1		End of Double Track 0.1	Double Track
78 WP		3.50PM	10.25AM	**7.40**AM				s9.45PM	s **8.00**PM					s 1.25PM	s 9.55AM	s6.45AM		133.2		DNR **BRIGHTON**	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			62.4	
	(0.30) 18.80	(7.20) 5.77	(4.10) 14.97	(4.45) 10.88	(1.15) 16.08	(0.33) 36.55	(0.20) 32.10	(2.43) 22.90	(2.15) 22.98	(0.20) 32.10	(0.18) 35.66	(0.35) 34.46	(0.50) 24.1	(2.40) 23.40	(2.15) 22.98	(2.20) 27.73	(0.20) 32.10			.........Time over District. ....Average Speed per hour.	

The figures at Sacramento and Roseville given below are for information only. Trains east of Brighton will be governed by Sacramento Division time table.

	298	286	254	256	306	80	50	38	68	8	84	82	36	32	64	210	86		
		4.20 PM						10.00 PM	8.15 PM					1.40 PM	10.10 AM	7.00 AM		139.1	Sacramento
		Via Elvas	12.05 PM	10.00 AM				Via Elvas	Via Elvas					Via Elvas	Via Elvas	Via Elvas		150.9	Roseville

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Single track over San Joaquin Bridge; Trains will be governed by interlocking signals.
Eastward main track between A. T. & S. F. R. R., crossing Stockton, and End of Double Track, Stockton, is not protected by Automatic Signals.

TOWARD SAN FRANCISCO—Tracy and Brighton Sub-Division.

Westward.

		Time Table No. 31 August 28, 1921.		Distance from Sacramento	**FIRST CLASS**										**THIRD CLASS**								
					87	79	65	49	31	109	37	63	35	51	257	225	297	227	285	253	229	223	305
					Oil Fields Passenger	Stockton Flyer	Sacramento Fresno Passenger	San Joaquin Valley Passenger	Stockton & Sacramento Passenger	Sunset Express	Stockton San Francisco Passenger	The Sacramento	Stockton San Francisco Passenger	Fresno San Francisco Passenger	Sunset Manifest	Tracy Freight	Way Freight	Tracy Freight	Way Freight	Ogden Manifest	Tracy Freight	Tracy Freight	Way Freight
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Automatic Block	DNR	**TRACY** 3.1	Double Track	68.3	s 4.45AM	s 7.40AM		s 10.25AM	¶11.55AM	s 3.40PM	s 4.30PM		s 7.25PM	s 7.45PM		5.10AM		11.00AM		2.00PM	6.30PM	11.45PM	12.30AM
		BANTA 4.8		65.2	4.33	7.34		10.13	11.45	3.32	4.24		f 7.15	7.36									
		SAN JOAQUIN BRIDGE (No siding) 2.8		60.4									f										
	DNR	**LATHROP** 1.6		57.6	4.20AM	7.23	s 9.07AM	10.00AM	s 11.28	3.20PM	4.13	s 6.20PM	s 7.00	7.25PM	3.30AM		6.30AM						11.30PM
		FRENCH CAMP 1.6		53.0		7.17	f 8.58		11.14		4.07	f 6.10	s 6.38										
		W. P. Crossing 3.2		51.4																			
	DNR	A. T. & S. F. Crossing S. E. R. R. Crossing **STOCKTON** C. C. T. Co. Crossings 1.4		48.2		7.10AM	s 8.50		s 11.05		4.00PM	s 6.00	6.30PM				6.00AM		3.15PM				10.15PM
Automatic Block		W. P. Crossing End of Double Track 0.4		46.8			8.33		10.45						2.20	**3.55**		9.45	3.05	12.45	5.15	10.08	
		EL PINAL 0.8		46.4																			
		JARN (Spur) 3.1		45.6					f														
		CASTLE 2.2		42.5			**8.27**		f 10.39			f 5.33			2.06	3.41		9.32	2.40	12.30	5.01	9.56	
		PEARSON (No Siding) 1.4		40.3					f														
		ARMSTRONG 3.1		38.9			8.22		f 10.33			f 5.27			1.58	3.34		9.25	2.25	12.18	4.54	9.48	
	DN	C. C. T. Co. Crossing **LODI** 0.8		35.8			s 8.17		s **10.27**			s 5.22			1.50	3.28		**9.19**	2.00	**12.05PM**	4.48	9.40	
		CIPRICO (Spur) 1.0		35.0																			
		URGON (Spur) 1.1		34.0					f														
	D	ACAMPO 3.3		32.9			f **8.09**		s 10.14			s 5.12			1.40	3.19		9.10	**12.12PM**	**11.43AM**	4.39	9.20	
		FOREST LAKE 2.2		29.6			8.03		f 10.05			f 5.05			1.32	3.12		**8.57**	**11.55AM**	11.29	4.32	9.10	
	DN	**GALT** 2.8		27.4			s 7.58		s 10.00			s 5.00			1.25	3.05		**8.40**	**11.35** **10.25**	**11.00**	4.25	**8.55**	
		TWIN CITY (No Siding) 1.0		24.6					f														
		NEED 2.0		23.6			7.49		f 9.45			4.50			12.58	2.40		8.20	10.10	10.30	4.00	8.40	
		ARNO 2.0		21.6			7.45		f 9.41			f 4.46							9.55	10.23			
		McCONNELL 3.4		19.6			f 7.41		f 9.37			f 4.42			12.51	2.32		8.12	9.45	10.15	3.52	8.32	
	DN	ELK GROVE 1.0		16.2			s 7.36		s **9.30**			s 4.37			12.43	2.25		8.05	**9.30**	10.05	3.45	8.25	
		BOND (Spur) 1.8		15.2					f														
		MEADOWS 3.3		13.4			7.30		f **9.20**			4.30			12.35	2.19		7.59	8.30	**9.45** **9.10**	3.39	8.19	
	D	FLORIN 3.0		10.1			s **7.25**		s 9.15			s 4.25			12.27	2.12		7.52	8.20	9.00	**3.32**	8.12	
		POLK 1.1		7.1																			
		End of Double Track 0.1	Double Track	6.0																			
	DNR	**BRIGHTON**		5.9			s 7.15AM		s 9.05AM			s 4.15PM			12.15AM	2.00AM		**7.40AM**	8.05AM	8.45AM	3.20PM	**8.00PM**	
		62.4			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
		Time over District…………… Average speed per hour……………			(0.25) 25.70	(0.30) 40.20	(1.52) 27.69	(0.25) 25.70	(2.50) 20.02	(0.20) 32.10	(0.30) 40.20	(2.05) 24.81	(0.55) 21.93	(0.20) 32.10	(3.15) 15.91	(3.10) 19.68	(0.30) 18.80	(3.20) 18.72	(7.10) 5.90	(5.15) 11.25	(3.10) 19.68	(3.45) 16.64	(2.15) 8.93

The figures at Sacramento and Roseville given below are for information only. Trains east of Brighton will be governed by Sacramento Division time table.

		87	79	65	49	31	109	37	63	35	51	257	225	297	227	285	253	229	223	305
Sacramento	0.0			7.00 AM		8.50 AM			4.00 PM							7.40 AM				
Roseville				Via Elvas		Via Elvas			Via Elvas			11.00 PM				Via Elvas	8.00 AM			

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).

Single track over San Joaquin Bridge: Trains will be governed by interlocking signals.

Westward main track between AT&SFRR crossing Stockton and Weber Ave., Stockton, is not protected by Automatic Signals.

Eastward.

FROM SAN FRANCISCO—Tracy and Fresno Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Capacity of Passing Sidings in car lengths and location of Scales, Fuel, Water, Interlocking Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS			Distance from San Francisco via Antioch		Time Table No. 31 August 28, 1921. STATIONS	Distance from Fresno	FIRST CLASS		SECOND CLASS	THIRD CLASS		
	250 Way Freight	248 Way Freight	242 Fresno Mdse. Freight	26 The Owl	40 Tracy-Fresno Passenger	94 Armona-Ingle Fresno Pass.					25 The Owl	39 Fresno-Tracy Passenger	93 Fresno-Ingle Armona Pass.	249 Way Freight	247 Way Freight	241 Tracy Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
Term Yard WFTYO P		7.00AM	1.05AM	8.40PM	11.25AM		82.2	DNR	**TRACY**	126.2	s 6.10AM	s 6.45PM			3.20PM	5.10AM
46 I		7.15	1.17	8.45	f 11.32		84.9		2.7 W. P. Crossing LYOTH	123.5	5.58	f 6.34			3.05	4.50
59		7.25	1.23	8.49	f 11.37		87.9		3.0 YARMOUTH	120.5	5.53	f 6.26			2.55	4.40
57		7.40	1.32	8.55	s 11.45		92.6		4.7 VERNALIS	115.8	5.47	s 6.18			2.20	4.25
							93.5		0.9 OHM (Spur)	114.9						
					f		94.9		1.4 ROMAIN (Spur)	113.5		f				
48		7.50	1.38	9.00	11.53AM		96.4		1.5 HALLY	112.0	5.42	6.12			1.40	4.10
57 W		8.25	1.45	9.05	s 12.01PM		100.4	D	4.0 WESTLEY	108.0	5.37	s 6.05			1.20	3.55
					f		104.8		4.4 VANORMER (Spur)	103.6		f				
57		9.20	1.57	9.14	s 12.15		107.4	D	2.6 PATTERSON	101.0	5.28	s 5.47			12.50	3.30
56		10.00	2.07	9.21	s **12.27**		113.2	D	5.8 CROWS LANDING	95.2	5.20	s 5.32			**12.27PM**	3.09
					f		116.0		2.8 STOMAR (Spur)	92.4		f				
52					f 12.33		117.3		1.3 TIMBA	91.1		f 5.22				
60 W		**10.45AM** **12.43PM**	2.20	9.29	s **12.43**		119.5	DN	2.2 NEWMAN	88.9	5.12	s 5.17			**10.45AM**	2.50
56		1.15	**2.28**	9.34	s 12.54		123.5	D	4.0 GUSTINE	84.9	5.07	s 5.00			9.40	**2.28**
44		1.30	2.35		f 1.00		126.9		3.4 LINORA	81.5	5.02	f 4.44			8.37	1.58
74		2.00	2.40	9.41	f 1.06		129.3		2.4 INGOMAR	79.1	4.59	f 4.39			8.20	1.50
59		2.30	2.51	9.49	s 1.17		135.6	D	6.3 VOLTA	72.8	4.51	s 4.29			8.00	1.35
					f		138.3		2.7 TRENT (Spur)	70.1						
86 WYF	9.00AM	2.50PM	3.25	9.55	s 1.35		140.4	DNR	2.1 LOS BANOS	68.0	4.45	s 4.20		3.00PM	7.30AM	1.20
					f		141.6		1.2 ABATTO (Spur)	66.8		f				
58	9.25		3.50	10.05	f 1.50		148.3		6.7 AGATHA	60.1	4.34	f 3.55		2.30		12.52
					f		149.6		1.3 BRITO (Spur)	58.8		f				
58	10.30		**4.28**	10.11	s **2.00**		153.0	D	3.4 DOS PALOS	55.4	**4.28**	s 3.47		**2.00**		12.40
45	11.00AM		4.48	10.20	f 2.13		159.8		6.8 OXALIS	48.6	4.19	f 3.34		12.55		12.20
					f		161.6		1.8 SILAXO (Spur)	46.8		f				
55 W	**12.20PM**		5.02	10.28	s 2.25		166.2	DN	4.6 FIREBAUGH	42.2	4.11	s 3.23		**12.20PM**		**12.01AM**
45	12.35		5.12	10.35	2.33		170.8		4.6 CROMIR	37.6	4.05	3.15		11.40AM		11.45PM
					f		172.8		2.0 ARBIOS (Spur)	35.6		f				
98 WF	1.00		5.22	10.40	s 2.40		174.5	D	1.7 MENDOTA	33.9	4.00	s 3.08		11.30		11.30
53 YP	1.20		5.37		f **2.55**	12.35PM	181.9	R	7.4 **INGLE**	26.5		f **2.55**	s 7.00AM	10.25		
49	1.30		5.45	**10.52**	f 3.02	f 12.40	184.5		2.6 JAMESAN	23.9	3.48	f 2.48	f 6.55	10.15		**10.52**
							185.0		0.5 BUTTON (Spur)	23.4						
48 WYP	**2.35**		**6.44**	11.03	s 3.20	s 12.52	193.0	DN	8.0 **KERMAN**	15.4	3.37	s **2.35**	s **6.44**	9.40		10.10
					f	f	196.2		3.2 RUGG (Spur)	12.2		f	f			
	2.45		6.53		f 3.28	f 12.58	196.7		0.5 FLOYD	11.7		f 2.25	f 6.36	8.35		
48	3.05		6.57	11.10	f 3.33	f 1.02	198.5		1.8 ROLINDA	9.9	3.30	f 2.21	f 6.32	8.20		9.00
						f	200.8		2.3 KEARNEY (Spur)	7.6			f			
Y					f	f	201.8		1.0 NEVILLS (Spur)	6.6		f	f			
49	**3.42**		7.05	11.15	f **3.42**	f 1.09	202.5		0.7 PRATTON	5.9	3.25	f 2.15	s 6.25	8.00		8.50
						f	203.7		1.2 FORSEY (Spur)	4.7			f			
						f	205.3		1.6 CRAYOLD (Spur)	3.1			f			
						f	206.5		1.2 WESBY (Spur)	1.9			f			
Term. Yard WFTOYP	4.20PM		**7.30AM**	s 11.30PM	s 4.00PM	s 1.25PM	208.4	DNR	1.9 **FRESNO**	0.0	3.10AM	2.00PM	6.10AM	**7.30AM**		8.30PM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	(7.20) 9.27	(7.50) 7.43	(6.25) 19.67	(2.50) 44.55	(4.35) 27.54	(0.50) 31.80			Time over District Average speed per hour		(3.00) 42.07	(4.45) 26.57	(0.50) 31.80	(7.30) 9.07	(7.50) 7.43	(8.40) 14.56

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
East leg of wye at Tracy is not protected by automatic signals.

Nos. 39 and 40 stop on flag at Gadwell between Abatto and Agatha.

Eastward. FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Inter-locking, Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS						Distance from San Francisco Via Port Costa	Time Table No. 31 August 28, 1921.	Distance from Fresno.	FIRST CLASS						THIRD CLASS		
	300	**296**	**252**	**50**	**60**	**8**	**84**	**66**	**86**				**87**	**59**	**49**	**109**	**67**	**51**	**299**	**295**	**251**
	Way Freight	Way Freight	Sunset Manifest	San Joaquin Valley Passenger	The Sacramento	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	Sacramento Fresno Passenger	Oil Fields Passenger				Oil Fields Passenger	The Sacramento	San Joaquin Valley Passenger	Sunset Express	Fresno Sacramento Passenger	Fresno San Francisco Passenger	Way Freight	Way Freight	Sunset Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
WYP		6.45AM	3.40AM	7.32PM	6.23PM	2.25PM	11.50AM	9.10AM	2.50AM	92.9	DNR **LATHROP**	112.6	s 4.10AM	* 7.40AM	s 9.55AM	s 3.15PM	s 5.40PM	s7.20PM		3.00PM	2.45AM
I										93.8	0.9 W. P. Crossing	111.7									
84 P		**7.30**	**4.00**	f 7.40	s 6.43	s **2.35**	11.56	s 9.30	3.00	96.8	3.0 D MANTECA	108.7	f **4.00**	s **7.30**	s 9.44	s 3.05	s 5.30	7.11		**2.35**	2.33
45		7.40	4.15		6.48	2.38	11.59AM	**9.39**	3.03	98.6	1.8 MORRANO	106.9	3.54	7.27	**9.39**	f 2.58	f 5.22	7.08		2.05	2.28
										100.6	2.0 WESTON	104.9			f		f				
37 P		8.00	4.30	7.51	s **7.02**	s **2.50**	12.05PM	s 9.48	3.10	103.3	2.7 D RIPON	102.2	f 3.47	f 7.20	s 9.32	s **2.50**	s 5.15	**7.02**		1.45	2.15
87 P		8.20	4.40	7.58	f 7.10	s 2.58	12.09	s 9.55	3.15	106.4	3.1 D SALIDA	99.1	f 3.41	f 7.13	s 9.25	s 2.43	s 5.05	6.57		1.10	2.05
										108.1	1.7 COVELL (Spur)	97.4									
80 PW		8.40 10.15	5.15	s 8.13	s 7.30	s 3.15	s**12.21**	s**10.15**	s **3.27**	113.1	5.0 DN MODESTO	92.4	s **3.27**	s 7.00	s **9.10**	s 2.28	s 4.50	s6.47		**12.21**PM	1.45
										114.7	1.6 T. S. Ry. Crossing	90.8									
39 P		10.35	5.30	8.20	f 7.40	s 3.24	12.28	s10.23	3.42	117.4	2.7 D CERES	88.1	f 3.02	f 6.46	s 8.50	s 2.15	s 4.30	6.35		11.30AM	1.15
										119.3	1.9 ESMAR (Spur)	86.2					f				
75 P		**11.00**	5.40	8.26	f 7.48	f 3.32	12.33	f10.30	3.47	120.8	1.5 KEYES	84.7	f 2.55	f 6.40	f 8.42	f 2.09	s 4.20	6.30		**11.00**	1.05
80 P		11.30AM	5.55	s 8.35	s 8.00	s 3.42	s12.43	s**10.42**	f 4.00	126.2	5.4 DN TURLOCK	79.3	s 2.45	s 6.31	s 8.32	s 2.01	s 4.10	s6.23		**10.42**	12.48
80		12.01PM	**6.22**	8.44	f 8.09	f **3.50**	12.50	f10.50	4.08	131.9	5.7 DELHI	73.6	f 2.33	f **6.22**	f 8.22	f 1.50	s **3.50**	6.16		9.45	12.30
88 PW		**12.56**	6.50	8.52	s 8.16	s 4.00	**12.56**	s11.00	4.14	136.4	4.5 D LIVINGSTON	69.1	f 2.26	f 6.15	s 8.14	s 1.42	s 3.40	6.10		9.30	12.15AM
						f 4.06		f11.05	4.18	138.9	2.5 ARENA	66.6	f 2.21	f 6.09	f 8.09	f 1.36	f 3.25			8.50	
80 P		**1.30**	7.10	9.05	s 8.28	s 4.16	1.05	s11.15	4.24	143.2	4.3 D ATWATER	62.3	f 2.14	f 6.02	s 8.02	s **1.30**	s 3.18	6.01		8.30	11.55PM
								f		144.8	1.6 BUHACH	60.7					f				
										146.6	1.8 FERGUS (Spur)	58.9									
89 WFTP	10.30AM	2.00PM	**7.50**	s 9.25	s 8.45	s 4.35	s **1.17** 1.24	s11.35	s 4.50	150.5	3.9 DNR **MERCED**	55.0	s 2.02	s 5.50	s **7.50**	s **1.17** 1.08	s 2.58	s5.50	2.10PM	8.00AM	11.30
										155.9	5.4 CLUSTER (Spur)	49.6									
80	11.00		8.20	9.36	8.56	f 4.46	**1.35**	f11.47	5.01	156.6	0.7 LINGARD	48.9	1.46	5.33	f 7.30	f12.58	f 2.39	5.38	**1.35**		10.55
49 P	11.27AM		8.32	9.42	9.02	f 4.52	1.41	s11.55AM	5.07	160.5	3.9 ATHLONE	45.0	f 1.40	5.27	f 7.24	f**12.52**	f 2.33	5.33	**12.52**		10.45
										163.3	2.8 LABRANZA (Spur)	42.2									
						f				165.8	2.5 SIERRA VISTA (Spur)	39.7									
88	**12.04**PM		8.50	9.50	9.11	f 5.01	1.49	**12.04**PM	**5.16**	166.9	1.1 MINTURN	38.6	1.31	**5.16**	7.15	12.43	2.25	5.25	**12.04**PM		10.25
PW	**12.40**		8.55	9.53	s 9.16	s 5.05	1.51	s12.08	f 5.20	168.1	1.2 DN CHOWCHILLA	37.4	s 1.29	f 5.09	s 7.13	s**12.40**	s 2.23		11.40AM		10.20
83	1.10		9.07	**9.59**	9.22	**5.12**	1.57	12.14	5.27	172.0	3.9 CALIFA	33.5	1.22	5.02	7.08	12.33	2.15	**5.19**	11.20		**10.02**
	1.25		9.10	**10.01**	f 9.24	f **5.17**	1.59	f12.16	5.29	173.0	1.0 FAIRMEAD	32.5	f 1.20	5.00	f 7.06	f12.31	f 2.13	**5.17**	11.10		**9.55**
46 PWFT	**2.05**		9.35	10.07	**9.31**	s 5.29	**2.05**	f**12.25**	5.35	176.5	3.5 D **BERENDA**	29.0	f 1.15	4.55	f 7.00	s**12.25**	s **2.05**	5.12	10.50		**9.31**
168 OP	3.15		**10.10**	s10.20	s 9.45	s 5.45	s 2.18	s12.37	s 5.55	183.9	7.4 DN MADERA	21.6	s 1.03	s 4.43	s 6.48	s12.12	s 1.53	s5.03	**10.10**		9.00
	3.30		10.20		9.51	5.51	2.23	f12.44	6.01	186.7	2.8 BORDEN	18.8	f12.57	4.35	f 6.41	f12.03PM	f 1.45		8.10		
80	3.50		10.40	10.29	9.56	f 5.57	2.29	f12.50	6.08	190.2	3.5 IRRIGOSA	15.3	f12.52	4.30	f 6.35	f11.57AM	f 1.40	4.54	7.55		8.50
						f				193.5	3.3 THARSA (Spur)	12.0									
88 WP	**4.47**		11.00	10.36	10.03	f 6.05	2.36	f12.57	**6.25**	195.6	2.1 HERNDON	9.9	f12.44	4.23	f **6.25**	f11.49	f 1.33	**4.47**	7.35		8.35
P	5.00					f				199.3	3.7 **BIOLA JCT.** (No Siding)	6.2			f				7.23		
80	5.15		**11.42**AM	10.43	10.10	6.14	2.42	f 1.03	f 6.32	200.2	0.9 MUSCATEL	5.3	f12.37	4.17	f 6.17	f**11.42**	f 1.27	4.41	7.20		8.20
										203.2	3.0 F. T. Co. Crossing	2.3									
Term. Yard WTYF OP	5.45PM		12.20PM	s 11.00PM	s 10.25PM	s 6.30PM	s 2.55PM	s 1.15PM	s 6.45AM	205.5	2.3 DNR **FRESNO**	0.0	12.25AM	4.05AM	6.05AM	11.30AM	1.15PM	4.30PM	7.00AM		8.00PM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	(7.15) 7.58	(7.15) 7.94	(8.40) 12.98	(3.28) 32.48	(4.02) 27.92	(4.05) 27.55	(3.05) 36.52	(4.00) 28.15	(3.55) 28.75		..............Time over District.............. ....Average speed per hour..............		(3.45) 30.02	(3.35) 31.42	(3.50) 29.38	(3.45) 30.02	(4.25) 25.49	(2.50) 39.74	(7.10) 7.67	(7.00) 8.23	(6.45) 16.68

Automatic Block.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

East leg of wye at Lathrop is not protected by automatic signals.

ADDITIONAL STOPS: No. 50 stops at any station east of Lathrop to discharge passengers from points west of Tracy.

*No. 59 will not stop at Depot at Lathrop, but will pull directly around east leg of wye to the Tracy-Brighton main line.

Eastward. **FROM SAN FRANCISCO—Stockton and Merced Sub-Division—TOWARD SAN FRANCISCO.** Westward.

Capacity of Passing sidings in car lengths, and location of Scales, Fuel, Water, Interlocking Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS			Distance from San Francisco	Time Table No. 31 August 28, 1921.	STATIONS		Distance from Merced	FIRST CLASS			THIRD CLASS
	306 Way Freight	**158** Passenger	**154** Mixed	**152** Passenger						**151** Passenger	**157** Passenger	**153** Mixed	**305** Way Freight
	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY						Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Interm. Yard I PWFTYO	4.00AM	12.20PM	12.30PM	12.20PM	90.9	DNR	**STOCKTON** W. P. Crossing C. C. T. Co. Crossings 5.1		72.0	s 10.45AM	s 10.45AM	s 3.25PM	9.30PM
8		f	f	f	96.0		ORFORD 0.7	(Spur)	66.9	f	f	f	
8	4.18	f 12.35	f 12.45	f 12.35	96.7		CHARLESTON 1.0	(Spur)	66.2	f 10.30	f 10.30	f 3.05	9.10
3					97.7		SIBLEY 0.6	(Spur)	65.2				
14		f	f	f	98.3		WALTHALL 2.3	(Spur)	64.6	f	f	f	
8	4.33	f 12.41	f 12.55	f 12.41	100.6		HOLDEN 3.2	(Spur)	62.3	f 10.24	f 10.24	f 2.55	8.55
34 WY	4.46	s 12.46	s 1.05PM	s 12.46	103.8	R	**PETERS** 4.4		59.1	s 10.19	s 10.19	2.45PM	8.40
18	5.10	s 12.53		s 12.53	108.2	D	FARMINGTON 3.3		54.7	s 10.12	s 10.12		8.10
11		f		f	111.5		GOTRI 2.6	(Spur)	51.4	f	f		
28	5.30	f 1.03		f 1.03	114.1		COMETA 2.6		48.8	f 10.02	f 10.02		7.45
28	5.50	s 1.08		s 1.08	116.7		VALLEY HOME 3.9		46.2	s 9.57	s 9.57		7.30
23		f		f	120.6		ADELA 1.8	(Spur)	42.3	f	f		
32 WT	6.30AM	s 1.30		s 1.20 1.45	122.4	DR	OAKDALE A. T. & S. F. Crossing 3.9		40.5	s 9.45 9.25	s 9.45		7.00PM
53		f 1.40		f 2.00	126.3		CLARIBEL 6.1		36.6	f 9.10	f 9.22		
58		s 1.55		s 2.25	132.4	D	WATERFORD 1.6		30.5	s 8.50	s 9.07		
49		s 2.00		s 2.35	134.0		HICKMAN 5.8		28.9	s 8.30	s 9.02		
62 WT		s 2.15		s 3.05	139.8	D	MONTPELLIER 6.2		23.1	s 8.10	s 8.48		
52		f 2.30		f 3.30	146.0		RYER 2.8		16.9	f 7.42	f 8.32		
11		f 2.36		f 3.40	148.8		ARUNDEL 3.7		14.1	f 7.35	f 8.26		
49		f 2.45		f 3.55	152.5		AMSTERDAM 4.7		10.4	f 7.25	f 8.18		
9		f		f	157.2		NAIRN 3.9	(Spur)	5.7	f	f		
I					161.1		A. T. & S. F. Crossing 1.8		1.8				
PWFT		s 3.10PM		s 4.30PM	162.9	DNR	**MERCED**		0.0	7.00AM	7.55AM		
	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			(72.0)			Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(2.30) 12.60	(2.50) 25.41	(0.35) 22.10	(4.10) 17.28			Time over District Average speed per hour			(3.45) 19.20	(2.50) 25.41	(0.40) 14.35	(2.30) 12.60

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Nos. 151 and 157 will wait at Oakdale until 10.00 a. m. for connection with Sierra Ry.
Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

Eastward. **FROM SAN FRANCISCO—Stockton and Merced Sub-Division—TOWARD SAN FRANCISCO.** Westward.

Capacity of Passing sidings in car lengths, and location of Scales, Fuel, Water, Interlocking Turning and Telephone Stations.	FIRST CLASS	Distance from San Francisco	Time Table No. 31 August 28, 1921.	STATIONS	Distance from Milton	FIRST CLASS
	154 Mixed					**153** Mixed
	Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY
WY	1.05PM	103.8	R	**PETERS** 5.7	11.5	s 2.45PM
	f 1.24	109.5		WAVERLY 5.8	5.8	f 2.25
T	s 1.45PM	115.3	DR	**MILTON**	0.0	2.05PM
	Arrive Daily EX. SUNDAY			(11.5)		Leave Daily EX. SUNDAY
	(0.40) 17.25			Time over District Average speed per hour		(0.40) 17.25

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Exception:—No. 154 is superior to No. 153.

Eastward **FROM SAN FRANCISCO—Tracy and Brighton Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of passing Sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS		Distance from San Francisco		Time Table No. 31 August 28, 1921.	Distance from Valley Spring	THIRD CLASS	
	174 Mixed	172 Freight					173 Mixed	175 Freight
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
WTFP	12.10PM	6.40AM	103.3	DNR	**LODI** 1.8	26.9	s 10.20AM	5.00PM
			105.1		C. C. T. Co. Crossing 0.2	25.1		
			105.3		FRANKLYN (Spur) 1.8	24.9		
	f		107.1		VICTOR 3.6	23.1	f	
P	s 12.28	7.15	110.7		LOCKEFORD 4.0	19.5	s 10.05	4.00
WP	s 12.45	7.35	114.7		CLEMENTS 6.1	15.5	s 9.55	3.35
	s 1.02	7.55	120.8		WALLACE 4.9	9.4	s 9.38	3.10
			125.7		HOLLOWAY (Spur) 0.7	4.5		
	s 1.20	8.15	126.4		HELISMA 2.9	3.8	s 9.20	2.50
	f		129.3		NORVAL (Spur) 0.9	0.9	f	
WTP	s 1.40PM	8.40AM	130.2	DR	**VALLEY SPRING**	0.0	9.00AM	2.30PM
	Arrive Daily	Arrive Daily			(26.9)		Leave Daily	Leave Daily
	(1.30)	(2.00)			Time over District		(1.20)	(2.30)
	17.93	13.45			Average speed per hour		20.01	10.76

Trains will stop at Cemetery between Lockeford and Victor for funeral parties.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO—Tracy and Brighton Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS		Distance from San Francisco		Time Table No. 31 August 28, 1921.	Distance from Ione	SECOND CLASS	
	132 Mixed	130 Mixed					131 Mixed	133 Mixed
	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY
WFT P	12.40PM	12.40PM	111.7	DNR	**GALT** 5.0	27.1	s 9.45AM	s 9.55AM
	f 12.55	f 1.00	116.7		C. C. T. Co. Crossing VANSTOW 5.3	22.3	f 9.15	f 9.40
P	f 1.10	f 1.20	122.0		CLAY 10.3	16.8	f 8.50	f 9.25
P	s 1.40	s 1.50	132.3		CARBONDALE 0.7	6.5	s 8.15	f 8.55
	f	f	133.0		LIGNITE 1.8	5.8	f	f
			134.8		EDWIN (Spur) 0.4	4.0		
	f	f	135.2		CLARKSONA (Spur) 2.5	3.6	f	f
	f	f	137.7		DAGON (Spur) 1.1	1.1	f	f
WTYP	s 2.00PM	s 2.40PM	138.8	DR	**IONE**	0.0	7.45AM	8.35AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(27.1)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY
	(1.20)	(2.00)			Time over District		(2.00)	(1.20)
	20.32	13.55			Average speed per hour		13.55	20.32

Trains will stop at Cicero to receive or discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS		Distance from San Francisco via Antioch		Time Table No. 31 August 28, 1921.	Distance from Raymond	SECOND CLASS	
	168 Mixed	166 Mixed					165 Mixed	167 Mixed
	Lv. Sunday Only	Leave Daily Ex. Sunday			STATIONS		Arrive Daily EX. SUNDAY	Ar. Sunday Only
WTF	5.35PM	5.35PM	176.5	DR	**BERENDA** 3.3	20.9	s 12.15PM	s 12.15PM
I			179.8		A. T. & S. F. Crossing 4.0	17.6		
	f 5.55	f 5.55	183.8		TALBOT 4.1	13.6	f 11.35AM	f 11.50AM
	f 6.10	f 6.10	187.9		DAULTON 2.9	9.5	f 11.18	f 11.35
	f	f	190.8		JESBEL (Spur) 4.2	6.6	f	f
14	f	f 6.45	195.0		HERBERT 1.2	2.4	f	f
	f 6.40	f	196.2	R	**KNOWLES JCT.** (No Siding) 1.2	1.2	f 10.45	f 11.05
WT	s 6.45PM	s 7.10PM	197.4	DR	**RAYMOND**	0.0	10.00AM	11.00AM
	Ar. Sunday Only	Arrive Daily Ex. Sunday			(20.9)		Leave Daily EX. SUNDAY	Lv. Sunday Only
	(1.10)	(1.35)			Time over District		(2.15)	(1.15)
	17.91	13.20			Average speed per hour		9.21	16.98

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS	Distance from San Francisco		Time Table No. 31 August 28, 1921.	Distance from Knowles	THIRD CLASS
	162 Freight					163 Freight
	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY
	10.10AM	196.2	R	**KNOWLES JCT.** 2.1	2.3	10.35AM
		198.3		HILLSIDE (Spur) 0.2	0.2	
	10.20AM	198.5	R	**KNOWLES**	0.0	10.25AM
	Arrive Daily EX. SUNDAY			(2.3)		Leave Daily EX. SUNDAY
	(0.10)			Time over District		(0.10)
	13.80			Average speed per hour		12.80

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward **FROM SAN FRANCISCO—Tracy and Brighton Sub-Division—TOWARD SAN FRANCISCO** Westward

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS	Distance from San Francisco		Time Table No. 31 August 28, 1921.	Distance from Woodbridge	THIRD CLASS
	170 Mixed					171 Mixed
	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY
WTFP	10.30AM	103.3	DNR	**LODI** C. C. T. Co. Crossing 2.5	2.5	s 11.10AM
	s 10.45AM	105.8	R	**WOODBRIDGE**	0.0	10.55AM
	Arrive Daily EX. SUNDAY			(2.5)		Leave Daily EX. SUNDAY
	(0.15)			Time over District		(0.15)
	10.00			Average speed per hour		10.00

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward. **FROM SAN FRANCISCO—LATHROP AND FRESNO SUB-DIVISION—TOWARD SAN FRANCISCO.** Westward.

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Time Table No. 31 August 28, 1921.		THIRD CLASS
	142 Mixed Leave Mondays and Fridays	Distance from San Francisco		STATIONS	Distance from Biola	141 Mixed Arrive Mondays and Fridays
	7.25AM	199.3	R	**BIOLA JUNCTION** (No Siding)	8.4	s 8.40AM
				1.2		
		200.5		CHIMNTI (No Siding)	7.2	
				1.4		
		201.9		WEST ACRES	5.8	
				2.0		
		203.9		EVERTS	3.8	
				2.0		
		205.9		TRUMAN	1.8	
				1.8		
	s 7.55AM	207.7	R	**BIOLA**	0.0	8.00AM
	Arrive Mondays and Fridays			(8.4)		Leave Mondays and Fridays
	(0.30)			..........Time over District..........		(0.40)
	16.62			........Average speed per hour........		12.60

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Tracy Telegraph Office
Tracy Roundhouse
Stockton Dispatcher's Office
Stockton Telegraph Office
Lodi
Galt
Merced
Berenda
Kerman
Los Banos
Fresno

WATCH INSPECTORS.

San Francisco	Webb C. Ball, General Time Inspector.
Tracy	Z. L. Von Dack & Son.
Stockton	R. W. Myers, 605 E. Main St.
Merced	R. C. Haun.
Fresno	Beland Bros., 1211 J St.
Sacramento and Roseville	H. T. Harger.
Madera	R. A. Bay.
Modesto	Walter P. Shoemake.

BULLETIN BOARDS.

Tracy Telegraph Office
Tracy Roundhouse
Stockton (KN) Telegraph Office
Stockton Roundhouse
Lodi
Galt
Los Banos
Berenda
Merced
Raymond
Turlock
Modesto
Oakdale
Fresno

1— CLEARANCES.

(A) All trains must obtain clearance card (Form 2643) at Stockton, and when operator is on duty at Raymond, Milton, Valley Spring and Ione.

(B) On double track between Tracy and Stockton extras may run without running orders, but must obtain clearance cards (Form 2643) before leaving Tracy or Stockton.

(C) Extra trains from Lathop-Fresno Subdivision may run from Lathrop to Tracy or Stockton without running orders.

All westward trains on the Lathrop-Fresno Subdivision entering eastward track on Tracy-Brighton Subdivision may obtain authority to move eastward from Lathrop by calling dispatcher on telephone located near junction switch east end of east leg of wye, and after receiving such authority will not be necessary to obtain Clearance Card Form 2643 at Lathrop.

All westward trains on Lathrop-Fresno Subdivision entering westward track on Tracy-Brighton Subdivision must obtain Clearance Card (Form 2643) at Lathrop.

(D) Rule 83-A will not apply at stations not telegraph offices or where offices are closed for the day.

2— TRAIN REGISTER EXCEPTIONS.

(A) Tracy and Brighton Subdivision trains register at Lathrop by register ticket.

(B) Trains on Tracy and Brighton Subdivision receiving a proceed train order signal at Lathrop will accept same as a check on register that all superior trains due have left.

(C) Los Banos will be register station for trains originating or terminating only.

(D) Ingle will be register station for Nos. 93 and 94 only.

(E) Peters will be register station for Nos. 153 and 154 only.

(F) Conductors will furnish engineers with copy of check of train register Form 2529 for all enginemen in trains departing from Tracy. That part of Rule 815 reading: "Compare time with their enginemen before starting on run, and with their brakemen, flagmen and baggagemen as soon thereafter as practicable." must be complied with.

(G) At registering stations on single track, or at the end of double track, when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

3— TRAIN AND AIR INSPECTION.

(A) After a continuous run of thirty miles, freight trains must be stopped and inspection made of running gear, wheels, etc., except may make a continuous run between Merced and Modesto, Tracy and Lodi, Tracy and Newman, Los Banos and Mendota, Mendota and Fresno, without stopping to inspect train as per Rule No. 820, provided that in the judgment of conductor the condition of his train will permit.

(B) Engines of freight trains with more than 20 cars must be cut off from train before taking water.

(C) All trains must make test of air brakes and air whistle signal from rear of train at Daulton, Raymond, Herbert and Valley Spring.

(D) Between terminals all trains must make rear end test whenever brake pipe connection is broken, as per Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes and Air Signal Apparatus.

(E) Air whistle signal will be used to acknowledge the running test on passenger trains leaving Stockton.

(F) Engines running light on descending grades of over 1½ per cent will make the same stops for inspection as are made by other trains on such grades.

(G) Conductors in charge of mixed trains whenever freight cars are being coupled on to occupied passenger equipment must see the air is connected throughout the cars attached to the engine before coupling is made.

(H) Additional communicating signals:

o o o o o o When running increase train heat.
———— When running look back for hand signals.

4—METHOD FOR TESTING FOR TRIPLE, CAUSING UNDESIRED APPLICATION OF AIR BRAKES (DYNAMITER).

(A) If test is made on grade, a sufficient number of hand brakes must be set to secure train.

(B) The brake pipe must be fully charged and brake valve kept in running or release position according to the type of brake or valve. Westinghouse in running position and New York in release position.

(C) Trainmen will then, starting from rear, station themselves so as to observe two cars apiece. The angle cock ahead of the cars being tested will then be closed and angle cock on rear of caboose opened very slowly, allowing a small flow of air, about the same as would be made from brake valve for a service application. If all brakes apply properly and show no bad triple action, close angle cock on rear of caboose.

(D) The above procedure is to be followed throughout the train, first separating the hose between the forward car of the cut, already tested, and the rear car of the cut to be tested and closing the angle cock at the forward end of the leading car of the cut—the number of cars in each test depending upon the number of trainmen available, not to exceed two cars for each man. Air brake of car going into emergency will be cut out and report rendered on Form 2809.

(E) After test is completed, and before train proceeds, rear end air brake test, as per Rule 17, must be made to insure all hose coupled and angle cocks in proper position.

5—USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

(A) Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G", Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(B) When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

(C) Operators having orders for any train will fill out clearance, designating thereon numbers of all orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in space provided therefor. Operator will retain carbon copy of clearance.

(D) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(E) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

(F) Rule 251 is amended as follows:

In sending and repeating train orders by telephone or telegraphone they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until
Nine fifty 950 P. M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d"; pronounce the word "Number" which will be abbreviated by "No."; pronounce the figures 2-5 and follow by spelling each digit, thus "T-w-o f-i-v-e"; pronounce the word "Engine" which may be abbreviated in the order as "Eng"; pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e"; pronounced the words "wait at," then pronounce the station name and follow by pronouncing each letter of the station name, as "N-e-w-h-a-l-l"; pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y," then pronounce the figures "9-5-0" followed by "P. M."; pronounce the word "for" also "Extra," then name each figure in the number as "2-7-5-6" followed by spelling, as "t-w-o s-e-v-e-n f-i-v-e s-i-x," and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

6— AUTOMATIC SIGNALS

Rule 504 is amended as follows:

(A) When a train is stopped by a block signal, it may proceed when the signal indicates proceed, except trains stopped at the following automatic home block signals may proceed immediately under control not to exceed six miles per hour to the next automatic home block signal in advance except that a flagman must precede the train when view is obstructed by weather conditions:

Signals 1126 and 1131 Modesto
Signals 1252 and 1271 Turlock
Signals 1498 and 1515 Merced
Signals 1832 and 1839 Madera

(B) **ON SINGLE TRACK**—Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

(C) **ON DOUBLE TRACK**—A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(D) When using crossovers in double track territory trainmen must comply strictly with Rule 99 on both tracks, and after switches are thrown wait five (5) minutes before moving through crossover, except when such movement is being made within the limits of an interlocking plant, at which point the five-minute rule will not apply.

(E) Within established yards it will not be necessary to wait five (5) minutes before moving through crossover.

(F) A train stopped at home block signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(G) When a train which is to take siding is stopped by home block signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(H) When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home block signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home block signal without stopping, when a trainman or switch tender is at the home block signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(I) When the number plate of a home block signal is reversed, showing "yellow", and signal indicates "stop", train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(J) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(K) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(L) Within block signal limits that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

7— AUTOMATIC SIGNALS—OVERLAPS.

(A) Tracy and Brighton Sub-Division:
Arno—Eastward trains, 3500 feet west of west switch.
Westward trains, 3500 feet east of east switch.

(B) Lathrop and Fresno Sub-Division:
Manteca—Eastward trains, 2300 feet west of east switch.

(C) Tracy and Fresno Sub-Division:
Floyd—Eastward trains, 1500 feet west of east switch.

(D) Overlap posts are painted white at the top and black at the base and stand about six feet high. Trains holding main track at overlap stations must not pass overlap posts, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

8— SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.	40	1.30	50	1.12

9—(A) MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

(B) Note:—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

(C) The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified below.

10—(A) SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the following speed in miles per hour over distances as listed below: BETWEEN		Passenger	Motor Car	Freight
Tracy and Brighton		50	40	35
Tracy and Fresno		50	40	35
Lathrop and Fresno		50	40	35
Galt and Ione		35	35	30
Berenda and Daulton		30	30	25
Daulton and Raymond		20	20	20
Knowles and Knowles Jct		6	6	6
Lodi and Woodbridge		20	20	15
Lodi & Woodbridge, 1600 & 1700 Class Engines		10	..	10
Lodi and Clements		35	35	25
Clements and Mile Post 121¼	Valley	30	30	25
Mile Post 121¼ and Mile Post 121¾	Spring	15	15	15
Mile Post 121¾ and Helisma	Branch	25	25	20
Helisma and Valley Spring		20	20	20
Stockton and Merced via Oakdale		40	40	30
Peters and Milton		25	20	20
Between Switches at Peters		15	15	15
Biola Jct. and Biola		25	25	20
San Joaquin River Draw Bridge		12	12	12
Over Double Slip Switch at Junction of Tracy-Brighton and Tracy-Fresno Sub-Division		10	10	10
From the road crossing east of junction switch on Tracy-Fresno Sub-division, and end of double track on Tracy-Brighton Sub-division; to the road crossings west of station on Niles line, and on Martinez line		10	10	10
Kearney and Timba Spurs		10	..	10
Sugar Pine and Winery Spurs at Madera		10	..	10
Consolidation and Mikado Engines		45	..	35
2-10-2 Type of Engines		40	..	
Through Crossovers, Turnouts and Sidings		15	15	15
Trains with engine backing up, Main Line		25	..	25
Trains with engine backing up, branches		15	..	15
Within the City Limits of:				
Madera, Between Standard Oil Spur and Fresno River Bridge		20	20	20
Stockton		8	8	8
Lodi		10	10	10
Modesto, Turlock and Merced		15	15	15
Fresno		8	8	8
Spreckels Sugar Spur Manteca		..	..	10
East Leg outer Wye Lathrop		15	15	15

(B) LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	10
Mallet Consolidated (straight track)	25	25
Mallet Consolidated (curved track)	25	25
Other Engines on Main Track	35	20
Other Engines on Branches	20	12

(C) Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

(E) Relief outfit must not exceed thirty (30) miles per hour main line or twenty (20) miles per hour on branch lines.

(F) Speed of trains carrying locomotive crane with boom in place must not exceed 25 miles on straight track and 15 miles around curves, and on branch lines must not exceed 15 miles per hour.

(G) Engines turning on Amador Central wye at Ione must move with extreme care, not exceeding 5 miles per hour.

(H) Yellow flags and lamps or slow boards will be placed one-half mile each side of the structure or piece of track over which speed of train must not exceed fifteen (15) miles per hour or rate of speed specified by bulletin, train order or slow boards.

(I) Engines must not work over Clay unloading Trestles on Brick yard spur at Crayold.

11—LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

(A) MAIN TRACKS

MILE POST	BETWEEN	DESCRIPTION	HEIGHT ABOVE TOP OF RAIL	SIDE CLEARANCE
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 ft. 2 in.
104.3	Lodi-Urgon	Mokelumne River Bridge		7 " 6 "
104.3	Ripon-Salida	Stanislaus River Bridge	21 " 10 "	7 " 6 "
134.9	Delhi-Livingston	Merced River Bridge	21 " 10 "	7 " 6 "
100.7	Holden-Peters	Mormon Slough Bridge		7 " 4 "
148.5	Ryer-Arundel	Merced River Bridge		7 " 6 "
136.7	Clarksona-Dagon	Sutter Creek Bridge	20 " 6 "	7 " 4¼ "

(B) SIDE TRACKS AND SPURS

201.8	Nevill's Spur	Packing House	....	7 ft. 1 in.
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 ft.
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 feet	5 ft. 7 in.
112.7	Modesto Ice Plant and icing platform	Ice Houses	....	6 ft. 8 in.

(C) All employees are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

(D) Platforms and buildings of the Madera Sugar Pine Co. at Madera will not clear man on top or side of car.

(E) Sugar beet dump at Spreckels Sugar Beet Factory, Manteca and Clay dump on Brick yard spur at Crayold are uncovered and care should be exercised by trainmen while working thereon.

(F) Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazleton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co's. Buildings on water front track Weber Ave.

(G) To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car-lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks cars should not be moved through east switch to west of west house track account impaired clearance.

The crossover located 150 ft. east of freight station at Lathrop must not be blocked in spotting cars on either track within the limits of the crossover.

12— JUNCTION SWITCHES.

Position of main track switches at Junctions.

(A) Tracy.
West end, for Martinez Line.
East end, for Tracy and Brighton Sub-Division.

(B) Lathrop.
Junction switches for both ends of yard for Tracy and Brighton Sub-Division.
Outside wye: East leg for Tracy and Brighton Sub-Division; east and west legs to be used as main tracks for Lathrop and Fresno Sub-Division.
Inside wye: Lined for inside wye.

(C) End of Double Track, Stockton.
For westward trains.

(D) Lodi.
Woodbridge Branch for the Tracy and Brighton Sub-Division; Valley Spring Branch for siding on Tracy and Brighton Sub-Division.

(E) Galt.
Ione Branch for siding on Tracy and Brighton Sub-Division.

(F) Ingle.
Riverdale Branch for siding on Tracy-Fresno Sub-Division.

13. COMPANY SURGEONS.

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. A. M. Henderson	Division Surgeon	Sacramento	Between Brighton and Florin.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Between Brighton and Florin.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento	
Dr. H. Beattie	District Surgeon	Elk Grove	Between Florin and Arno.
Dr. J. T. Christian	District Surgeon	Galt	Between Arno, Acampo and Vanstow.
Dr. B. J. Powell	Oculist and Aurist	Stockton	
Dr. D. R. Powell	Asst. Oculist and Aurist	Stockton	
Dr. R. R. Hammond	District Surgeon	Stockton	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	District Surgeon	Stockton	Between Castle, Lathrop and Peters.
Dr. A. W. Tower	District Surgeon	Lodi	Between Acampo and Castle.
Dr. R. A. Buchanan	Asst. District Surgeon	Lodi	Between Acampo and Castle.
Dr. S. R. Arthur	Emergency Surgeon	Woodbridge	
Dr. J. G. Priestly	Emergency Surgeon	Lockeford	
Dr. I. B. Thompson	District Surgeon	Oakdale	Between Peters and Claribel.
Dr. J. J. Knowlton	District Surgeon	Waterford	Between Claribel and Montpellier.
Dr. R. H. Goodale	Emergency Surgeon	Manteca	
Dr. N. B. Gould	Emergency Surgeon	Ripon	
Dr. J. W. Morgan	Emergency Surgeon	Salida	
Dr. E. R. McPheeters	District Surgeon	Modesto	Between Lathrop and Livingston.
Dr. S. W. Cartwright	Emergency Surgeon	Ceres	
Dr. J. L.Collins	District Surgeon	Turlock	
Dr. G. C. Saunders	Emergency Surgeon	Livingston	
Dr. E. N. Kinney	Emergency Surgeon	Atwater	
Dr. E. R. Fountain	District Surgeon	Merced	Between Livingston, Minturn and Montpellier.
Dr. H. G. Martin	Emergency Surgeon	Chowchilla	
Dr. D. H. Ransome	District Surgeon	Madera	Between Minturn and Borden.
Dr. R. R. Dearborn	District Surgeon	Madera	Between Minturn and Borden
Dr. O. B. Doyle	District Surgeon	Fresno	Between Borden, Rolinda and Fresno
Dr. J. D. Morgan	Asst. District Surgeon	Fresno	Between Borden, Rolinda and Fresno.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno	
Dr. J. C. Drake	District Surgeon	Kerman	Between Mendota and Rolinda.
Dr. A. R. Powers	District Surgeon	Tracy	Between Westley, Tracy and Lathrop.
Dr. A. M. Field	District Surgeon	Patterson	Between Romain and Crows Landing.
Dr. H. V. Armistead	District Surgeon	Newman	Between Westley and Ingomar.
Dr. B. H. Bush	District Surgeon	Los Banos	Between Ingomar and Mendota.
Dr. P. W. Parrish	Emergency Surgeon	Dos Palos	

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

(A) STRETCHERS.

TRACY
STOCKTON
LODI
GALT
BERENDA
MERCED
KERMAN
LOS BANOS
TRACY RELIEF OUTFIT

(B) HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
S. P. HOSPITAL	SACRAMENTO
S. P. HOSPITAL	WEST OAKLAND

14. TONNAGE OF PASSENGER CARS.

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	......
Baggage (Dynamo)	......	101,000	......
Baggage and Mail	75,000	122,000-69ft. 97,000-60ft.	92,000
Baggage and Passenger	65,000	......	......
Buffet	......	131,000	122,000
Buffet (Dynamo)	......	146,000	......
Business	108,000	179,000	136,000
Chair	84,000	98,000	......
Coaches	75,000	95,000	......
Dining	131,000	146,000	138,000
Horse Express	79,000	......	......
Observation	122,000	144,000	128,000

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Postal	......	111,000-60ft. 72,000-40ft.	
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleepers	125,000	152,000	145,000
Pullman Tourist Sleepers	94,000	......	133,000
Tea and Silk	48,000	......	......
Am. Ry. Express Refrs. 40 to 154	......	......	78,000
" " 155 to 224	......	......	89,000
" " 500 to 506	......	......	110,000
" " 1101 to 1175	......	......	85,000
" "	......	......	......
" "	......	......	......
N. P. " "	60,000	......	74,000
G. N. " "	70,000	......	......

15— INTERLOCKING PLANTS.

(A) SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop:

Eastward trains on eastward main track will be governed by two-arm signal located 450 feet west of junction switch. Eastward trains on westward main track will be governed by dwarf signal located 350 feet west of junction switch.

Westward trains on westward main track will be governed by two-arm signal located 450 feet east of junction switch. Westward trains on eastward main track will be governed by dwarf signal located 350 feet east of junction switch.

(B) FRENCH CAMP TOWER.—Western Pacific and Tidewater Southern R. R. Crossing One Mile East of French Camp:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

(C) STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets:

Eastward trains on eastward main track will be governed by one-arm signal and suspended dwarf signal, located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm will govern route over crossing on eastward main track; suspended dwarf signal will govern route over cross-over just west of crossing.

Westward trains on westward main track will be governed by three-arm stub bracket pole located 500 feet east of crossing. Upper arm will govern route over crossing on westward main track. Lower arm will govern route over cross-over west of crossing.

Other train movements at this tower will be governed by dwarf signals.

Engineers will sound whistle signals as follows when they wish switches lined:

For westward main track, one long, ———.
For eastward main track, one long, one short, ——— o.
For siding, long, two short, long, ——— o o ———.
For middle track, one long, one short, one long, ——— o ———.
For Gaun's track, one short, one long, o ———.
For Houser and Haines track, two short, one long, o o ———.

(D) STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street:

Westward trains from Stockton and Merced Sub-Division will be governed by two-arm bracket pole on left-hand side of track: Upper arm governs to passenger station, lower arm for either leg of Wye.

Eastward trains from passenger station will be governed by one-arm stub bracket pole.

Trains from roundhouse will be governed by one-arm pole. Other train movements will be governed by dwarf signals.

(E) STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing at End of Double Track, Stockton:

Westward trains on main track will be governed by three-arm pole located 450 feet east of W. P. Ry. crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movement through cross-over to eastward main track.

Westward trains on El Pinal siding will be governed by dwarf signal located 450 feet east of crossing.

Eastward trains on eastward main track will be governed by three-arm pole located 450 feet west of crossing; upper arm will govern movements through crossover to main track; lower arm will govern movements into El Pinal siding.

Eastward trains on westward main track will be governed by dwarf signal located 450 feet west of crossing.

Engineers will sound whistle signal as follows when they wish switches lined:
Eastward trains for siding one long one short (——— o).

(F) MODESTO TOWER—Tidewater Southern Railway Crossing on Lathrop-Fresno Sub-Division One and One-sixth Miles East of Modesto:

Eastward and westward trains will be governed by respective signals, located 500 feet from crossing.

(G) LATHROP TOWER.—Western Pacific R. R. Crossing of Lathrop and Fresno Sub-Division One Mile East of Lathrop:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing. Engineers on Eastward trains will sound one long and one short——— o blast of whistle when they wish to enter or pass through this plant.

(H) LYOTH TOWER—Western Pacific R. R. Crossing:

Eastward trains will be governed by two-arm stub bracket pole located about 700 feet from crossing.

Westward trains will be governed by three-arm pole located 450 feet from crossing; upper arm will govern movements on main track; lower arm will govern movements through cross-over switch to interchange track.

Engineers on westward trains will sound one long and one short blast of

15. INTERLOCKING PLANTS—Continued.

whistle before passing eastward signal No. 862 between Yarmouth and Lyoth if they wish to enter siding.

Engineers of trains on siding will sound one short and one long blast of the whistle when they wish to move onto main track,

(I) MERCED TOWER No. 3.—A. T. & S. F. R. R. Crossing 1.8 Miles West of Merced (Stockton and Merced Sub-Division):

(Towermen Not on Duty 6.00 P. M. to 12.00 Night)

Eastward and Westward trains will be governed by their respective signals.

(J) MILLER TOWER.—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.4 Miles East of Berenda:

Eastward and Westward trains will be governed by their respective signals.

(K) RAILROAD CROSSINGS NOT INTERLOCKED.

A. T. & S. F. R. R., Oakdale.

(Be governed by Rule 98.)

(L) Rules 630 and 663 are amended as follows, by which employees will be governed:

''630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from such a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

A yellow flag must be used by day, and a yellow light by night, in giving hand signals.''

''663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating ''stop,'' trains must be brought to stop and then proceed under control not exceeding six miles per hour, keeping a sharp lookout for open derailers and trains on conflicting routes.

Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any.''

16— YARDS.

(A) Yards are established at the following stations:

Stockton
Lathrop
Tracy
Lodi
Valley Spring
Galt
Ione
Kerman
Oakdale
Raymond
Modesto
Turlock
Brighton
Merced
Madera
Fresno

(B) Rules 93 and D-93 are revised as follows:

''Within yard limits the main track may be used, protecting against first class trains.

''All trains must approach yard limits and pass through yards under control.''

(C) EASTWARD PASSENGER trains approaching Tracy via Port Costa will have right to the main track to signal No. 820, located just west of C Street crossing and be governed by Rule 800 from this point.

(D) EASTWARD PASSENGER trains approaching Tracy via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C Street crossing and be governed by Rule 800 from this point.

17— MISCELLANEOUS.

(A) Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

(B) Trains using sidings at Lodi east of station will avoid delaying branch trains.

(C) By ordinance of the Town of Newman it is a misdemeanor to switch the house track between Merced and Fresno Streets from 5 minutes before arrival until 5 minutes after departure of passenger trains.

(D) Trains must not obstruct any street or road crossing more than 5 minutes.

(E) No. 79 may occupy main track at Stockton after 7:00 a. m., No. 37 after 3:50 p. m. and No. 35 after 6:20 p. m.

(F) On double track, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

(G) When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(H) If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(I) If track is seen to be clear or (within automatic block limits) if signal indicates ''Proceed,'' train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

(J) When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the points at which coupled into train.

(K) If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

Train dispatchers will see that this is done.

(L) When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop, and be preceded by a flagman for a distance of at least one-half mile.

(M) When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

(N) When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch, but first pull into clear.

(O) The siding at Lodi, extending from the east cross-over at signal 1028 to the east end of the yard, is the eastward siding; the siding extending from the cross-over just west of signal 1028 to the west end of the yard is the westward siding. Freight trains must not use eastward siding except in case of emergency.

(P) Time table superiority of scheduled trains and right conferred by train order or meeting point made under any form of order will apply at the end of double track at Brighton.

(Q) When crossing flagmen find it necessary to leave their post of duty for a short time, will display a yellow flag by day and a yellow light by night in a conspicuous place, which will indicate to train and enginemen that the crossing which is usually protected by a flagman is temporarily without protection.

(R) Eastward trains using siding at Hislop or stopped on main track to do work must clear crossover west of South Street.

(S) Only engines of following classes can be turned on wooden turntables at Galt, Valley Spring, Milton, Oakdale and Berenda: E5, E6, E23, E24, T9, T10, T11 and T12.

(T) Third paragraph of Rule 221-A is amended to read as follows:

''If a train order signal light is found not burning at night at a day telegraph station, train must stop. If both signal arms are at proceed and there is no indication that the office is open train may proceed without clearance card, providing its right and class permit it to do so, but trainmen will notify superintendent from next open telegraph office.''

(U) Indicator numbers should be removed when train arrives at the end of its run and should not be displayed until train is ready to leave its initial station, or has received a clearance authorizing the train.

(V) In complying with Rule 861, where the train is restricted by an opposing train, a proceed signal must not be given until the conductor has identified the train which is to be met, after which a proceed signal will be given as provided in Rule 84-A. Conductor should place himself in a position to properly identify train to be met at the earliest moment.

(W) Discontinue switching over Main and Olive Street crossings, city of Turlock, between the hours of 12 noon and 1.00 p. m. Any switching during those hours must be done from west end of Melon and House track.

(X) Trains entering Tracy yard and occupying tracks 7, 8, 9, 11, 12 and 13 in Pt. Costa side, trainmen on westward trains will set sufficient number of hand brakes on head end of train, and trainmen on eastward trains will set sufficient number of hand brakes on rear of train to insure against train running out west end.

Trains entering Tracy yard and occupying tracks 14, 15, 16, 17 and 18 in Niles side, trainmen on westward trains will set sufficient number of hand brakes on rear of train, and trainmen on eastward trains will set sufficient number of hand brakes on head end of train to insure against train running out east end.

(Y) Rules 14-D and E are amended as follows:

At Galt: Trains on Ione Branch Line when calling flagman from the east will sound six long blasts of the whistle.

At Lodi: Trains on Valley Springs and Woodbridge Branch Lines when calling flagman from east will sound six long blasts of the whistle.

At Stockton: Trains on the Stockton-Merced Sub-Division when calling flagman from the east will sound six long blasts of the whistle.

At Peters: Trains on the Milton Branch Line when calling flagman from the east will sound six long blasts of the whistle.

At Lathrop: Trains on the Lathrop-Fresno Sub-Division when calling flagman from the east will sound six long blasts of the whistle.

At Tracy: Trains on the Tracy-Fresno Sub-Division when calling flagman from the east will sound six long blasts of the whistle.

At Merced: Trains on the Stockton-Merced Sub-Division when calling flagman from the west will sound four long and one short blast of the whistle.

At Berenda: Trains on the Raymond Branch Line when calling flagman from the east will sound six long blasts of the whistle.

At Fresno: Trains on the Tracy-Fresno Sub-Division when calling flagman from the west will sound four long and one short blast of the whistle.

At Biola Junction: Trains on the Biola Branch Line when calling flagman from the east will sound six long blasts of the whistle.

(Z) Enginemen will sound ——— o o blasts of the whistle as per Rule 14-K passing interlocking plants.

18—

RATINGS OF LOCOMOTIVES—STOCKTON DIVISION.

For Through and Local Trains in M's of 1,000 pounds back of Tender.

Revised April, 1920.

Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO
E-5	E-69 18/24 69	1383, 1386, 1387, 1389, 1390 to 1394, 1396, 1397	165	2450
E-6	E-69 18/24 68	1402 to 1411		
E-23	E-73 20/24 89	1434, 1438, 1443	190	3310
E-23	E-73 20/24 92	1445 to 1458	190	
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471, 1482.	165	2590
M-4	M-63 20/28 126	1615 to 1719	190	4280
M-8	M-63 21/28 159-S	1720 to 1724, 1726, 1770 to 1779, Superheated.	200	5250
M-8	M-63 21/28 156	1720 to 1724, 1726, 1770 to 1779, Saturated	200	5000
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803, Superheated	200	5260
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803, Saturated	195	4880
T-12	T-57 18/24 73	2114, 2118, 2121, 2123	160	2790
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160	
T-10	T-57 18/24 86	2134 to 2154	160	
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	
T-5	T-69 19/24 101	2209	180	2990
T-2	T-63 19/24 105	2221 to 2234	160	2840
T-1	T-63 20/26 112	2235 to 2273	180	3820
T-25	T-69 20/28 134	2274 to 2281	200	4230
T-23	T-63 21/28 144-S	2301 to 2308, 2310, Superheated	210	5550
T-23	T-63 21/28 144	2301 to 2308, 2310, Saturated.	200	5000
T-28	T-63 22/28 162-S	2311 to 2352, Superheated	210	6060
T-28	T-63 22/28 160	2311 to 2352, Saturated	200	5490
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830, Superheated	210	6670
C-8	C-57 22/30 192-S	2698 to 2751, Superheated	210	
C-5	C 57 22/30 185-S	2624 to 2693, Superheated	210	
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830, Saturated	200	5940
C-8	C-57 22/30 184	2698 to 2751, Saturated		
C-5	C-57 22/30 178	2624 to 2693 Saturated		
A-1	A-84 15-25/28 110	3000 to 3009	200	3420
A-3	A-81 20/28 112-S	3025 to 3071, Superheated	210	3980
A-3	A-81 20/28 105	3025 to 3071, Saturated	200	3620
T-26	T-69 21/28 152-S	2283 to 2300, Superheated	200	4850
T-26	T-69 21/28 149	2283 to 2300, Saturated	200	4680
T-31	T-63 22/28 162-S	2353 to 2362, Superheated	200	5870
T-32	T-69 23/28 174-S	2363 to 2370. Superheated	200	5840
T-32	T-69 23/28 174-S	2371 to 2378, Superheated	210	6180
P-1	P-77 22/28 141-S	2400 to 2427, Superheated	210	5010
TW-1	TW-54 22/26 147	2900 to 2913	180	5090
Mk-5, 6	Mk-63 26/28 210-S	3236 to 3270, Superheated	200	8080
F-1	F-63 27½/32 273-S	3600 to 3652, Superheated	200	9700

Allowance for Empty and Underloaded Cars—Ms.	Less than 40 Ms.	6 Ms.
	40 to 50 Ms.	3 Ms.
	More than 50 Ms.	0 Ms.

SPECIAL INSTRUCTIONS—Concluded.

19—

O. S. YORK, Trainmaster.
W. T. SMALL, Trainmaster.
M. A. MICHELSON, Chief Train Dispatcher.
C. R. RICE, Assistant Chief Train Dispatcher.

Train Dispatchers { W. C. BEAVER, C. L. ELDRED, J. O. GENTRY, T. G. WOOLARD, C. W. KAY, R. B. NORCROSS, H. BATES, H. N. BARKER } Stockton, Cal.

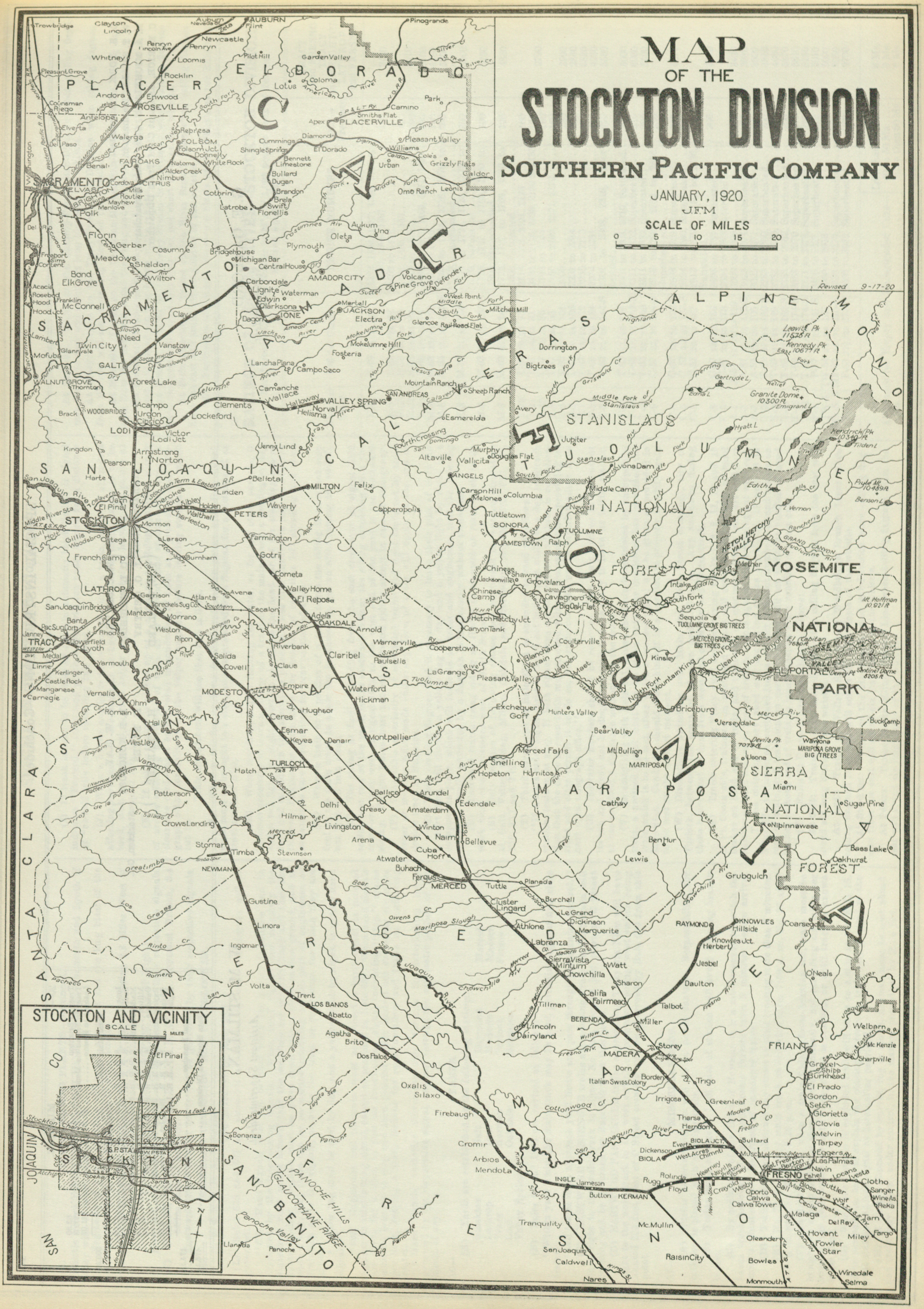
20—

MILEAGE.

MAIN LINES.				
Tracy to Brighton	C. P. Ry		62.80	
Tracy to Fresno via Mendota	S. P. R. R		127.08	
Lathrop to Fresno	C. P. Ry		111.07	
Total Main Line				300.95
BRANCHES.				
Ione	S. P. R. R.	Galt to Ione	27.05	
Lodi	S. P. R. R.	Woodbridge to Valley Spring	29.54	
Madera Spur	S. P. R. R.	Madera to Italian Swiss Colony	3.91	
Milton	S. P. R. R.	Peters to Milton	11.78	
Oakdale	S. P. R. R.	Stockton to Merced	72.05	
Raymond	S. P. R. R.	Berenda to Raymond	21.10	
Biola	S. P. R. R.	Biola Jct. to Biola	8.50	
Ingle	S. P. R. R.	Ingle easterly	0.25	
Total Branches				174.18
Tota lStockton Division				475.13

G. E. GAYLORD,
Superintendent.

W. M. STILMAN,
Assistant Superintendent.



MAP OF THE STOCKTON DIVISION

SOUTHERN PACIFIC COMPANY

JANUARY, 1920

J.F.M.

SCALE OF MILES

Revised 9-17-20

0 5 10 15 20
CALIFORNIA
PLACER
ELDORADO
SACRAMENTO
AMADOR
CALAVERAS
SAN JOAQUIN
STANISLAUS
TUOLUMNE
ALPINE
MONO
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
STANISLAUS NATIONAL FOREST
YOSEMITE NATIONAL PARK
SIERRA NATIONAL FOREST
HETCH HETCHY VALLEY
YOSEMITE VALLEY
PANOCHE HILLS
GLAUCOPHANE RIDGE
Sacramento
Roseville
Folsom
Auburn
Placerville
Ione
Jackson
Amador City
Galt
Lodi
Stockton
Lathrop
Tracy
Valley Spring
San Andreas
Angels
Sonora
Jamestown
Tuolumne
Milton
Oakdale
Modesto
Turlock
Merced
El Portal
Raymond
Knowles
Berenda
Madera
Los Banos
Newman
Chowchilla
Friant
Fresno
Kerman
Biola
Ingle
Mendota
Firebaugh
Dos Palos
Selma
Fowler
Clovis
Sanger
Reedley
Riverbank
Escalon
Manteca
Ripon
Salida
Livingston
Atwater
Planada
Snelling
Hetch Hetchy Jct.
Mariposa
Wawona
Coulterville
Big Oak Flat
Bigtrees
Leavitt Pk 11528 ft.
Kennedy Pk 10677 ft.
Granite Dome 10300 ft.
Kendrick Pk 10340 ft.
Pute Mt 10439 ft.
Mt. Hoffman 10921 ft.
Sentinel Dome 8205 ft.
Devils Pk 7075 ft.
San Joaquin River
Merced River
Tuolumne River
Stanislaus River
Mokelumne River
Cosumnes River
Kings River
Chowchilla River
Fresno River
Calaveras River
American River

STOCKTON AND VICINITY

SCALE

0 1 2 MILES
SAN JOAQUIN CO
STOCKTON
S.P. STA.
W.P. STA.
El Pinal
Stockton Channel
Term & East Ry
N